STATEMENT OF WORK

C-130 STRIP AND PAINT

1. SCOPE

1.1 Scope: This Statement of Work covers C-130 aircraft corrosion prevention and control work.

1.2 Purpose: This Statement of Work specifies C-130 strip and paint contractual work that will assist the Ogden Air Logistics Center towards meeting its projected C-130 Programmed Depot Maintenance Aircraft / Missile Maintenance Report (AMREP) dates.

1.3 Classification:

1.3.1 Strip (Excluding Flight Controls)
1.3.2 Aircraft Full Paint (Excluding Flight Controls)
1.3.3 Aircraft Scuff Sand and Overcoat (Excluding Flight Controls)
1.3.3 Aircraft Strip and Repaint (Excluding Flight Controls)
1.3.4 Flight Control Strip and Repaint
1.3.5 Flight Control Scuff Sand and Overcoat
1.3.6 Lower Wing Plank, Scuff and Sand at Pylon Attach Points

2. APPLICABLE DOCUMENTS

2.1 Government Documents:

2.1.1 Specifications, Standards, and Handbooks: The following specifications, standards, and handbooks form a part of this specification to the extent specified herein. Unless otherwise specified, the issues of these documents shall be those listed in the issue of the Department of Defense Index of Specifications Standards (DODISS) and supplement thereto, cited in the solicitation.

NOTE: All reference to TOs, Directives, regulations, U.S. Government specifications and standards, drawings and other documents shall include the latest date and all changes and supplements thereto.

SPECIFICATIONS

FEDERAL

A-A-1722	Grain, Abrasive
A-A-2074A	Brush Scrub, General
A-A-58054	Abrasive Mats
A-A-59107	Toluene

A-A-59166	Walkway Coating
A-A-59281	Cleaning, Compound Solvent
TT-P-28G(1)	Paint, Filled Epoxy
TT-N-95B(1)	Naphtha, Aliphatic
TT-P-1757B(1)	Primer Coating, Epoxy
TT-P-2760A, Type I, Class I	Primer, Polyurethane
VV-P-236A(1)	Petrolatum

MILITARY

MIL-B-121F	Barrier Material, Grease Proofed, Water-Proofed Flexible
MIL-PRF-131J	Barrier Material, Water Vapor Proof, Grease Proof, Flexible, Heat Sealable
MIL-W-4088K	Webbing Textile, Woven Nylon
MIL-STD-464	Bonding Electrical & Lighting Protection for Aerospace System
MIL-C-5541E	Chemical Conversion Coating on Aluminum and Aluminum Alloys
MIL-H-5606G	Hydraulic Fluid, Petroleum Base, Aircraft
MIL-L-7808L(l)	Lubricating oil, Aircraft Turbine Engine
MIL-A-8625F	Anodic Coatings, for Aluminum and Aluminum Alloys (SubstituteType IIB is authorized)
MIL-S-8784B	Sealing Compound, Low Adhesion
MIL-H-8790D	Hose Assembly, High Pressure
MIL-C-21567A	Silicone Compound, Soft Film
MIL-P-23377G, Type I, Class I	Primer Coatings: Epoxy, High Solids
MIL-PRF-23699F(l)	Engine Oil
MIL-G-23827C(1)	Grease, Aircraft and Instrument, Gear and Actuator Screw, NATO Code Number G354, Metric
MIL-W-25140B	Weight & Balance Control System
MS-25441C	Crimping Tool, Terminal, Hydraulic Operated
MS-25442C	Dies for MIL-S-25441, Hydraulic Crimping Tool (for use with Aluminum Wire Terminals)
MIL-C-27725B	Coating, Corrosion Preventive for Aircraft Integral Fuel Tank
MIL-C-38334A	Corrosion Removing Compound
MIL-PRF-81705D	Plastic, Electrostatic-Free
MIL-C-81706	Chemical Conversion Materials for Coating Aluminum and Alloys
MIL-S-81733D(l)	Sealing Compound-Corrosion Inhibitive

MIL-T-81772B	Thinner, Aircraft Coating
MIL-C-83019(1)	Coating, Polyurethane
MIL-H-83282D	Hydraulic Fluid, Fire Resistant Syn Hydro Carbon Base
MIL-DTL-83488D	Coating, Aluminum, Ion Vapor Deposited
MIL-C-85054B	Corrosion Preventive Compound, Water Displacing Clear (Amlguard)
MIL-C-85285C(2)	Coating, Polyurethane, High Solids
MIL-PRF-85582C	Primer Coating, Epoxy, VOC Compliant, Chemical and Solvent Resistant
MIL-C-87937C	Cleaning Compound for Aircraft Exterior Surfaces, Water Dilutable
MIL-P-38477A	Plastic Material, Pressure Sensitive Adhesive

STANDARDS

FEDERAL

FED-STD-595B, Chg Notice 1	Colors Used in Government Procurement

MILITARY

MIL-STD-129N	Marking for Shipment & Storage
MIL-STD-470B, Chg Notice 1	Maintainability Program for Systems and Equipment
MIL-STD-882C	System Safety Program Requirements
MIL-STD-1518B	Fuel Storage and Handling

HANDBOOKS

MIL-HDBK-5F	Metallurgic Materials and Elements for Aerospace Flight Vehicles
MIL-HDBK-454M	General Guidelines for Electronic Equipment
MIL-HDBK-6870	Inspection Requirements - Nondestructive for Aircraft Material

(Application for copies of federal and military specifications and standards can be addressed to: Information Handling Services, 15 Inverness Way East, Englewood CO 80112-1154, phone: (800) 716-3447, ext. 957)

2.1.2 Other Government documents, drawings, and publications: The following other Government documents, drawings, and publications form a part of this specification to the extent specified herein. Unless otherwise specified, the issues shall be those in effect on the date of the solicitation.

TECHNICAL ORDERS

TO Number	Title
00-5-1	AF Technical Order System
00-5-2	Technical Order Distribution and Requisition System
00-5-15	AF Time Compliance TO System
00-20-1	Preventative Maintenance Program, General Requirements and Procedures
00-20-2	Maintenance Data Collection System
00-20-3	Maintenance Processing of Reparable and Repair Cycle Asset Control
00-20-5	Aircraft, Drone, Aircrew Training Devices, Engines, Air-Launches
00-25-4	Depot Level Maintenance Aerospace Vehicle & Training Equipment
00-25-115	AFMC Maint Engr Management Assignment
00-25-172	Ground Servicing of Aircraft and Positioning of Equipment
00-25-234	General Shop Practice Requirements for the Repair, Maintenance and Test for Electronic Equipment
00-35D-54	USAF Material Deficiency Reporting
1-1-3	Prep Inspection & Repair of Aircraft and Integral Tanks
1-1-4	Exterior Finishes, Insignia Markings Applicable to USAF Aircraft
1-1-8	Application of Organic Coating, Paints and Allied Material
1-1-17	Storage of Aircraft
1-1-19	Inspection, Test & Replacement of Vibration Insulators on Equipment in Aircraft
1-1-24	Repair of Fiberglass Radomes
1-1-300	Functional Check Flight & Maintenance Opr Checks
1-1-689	Prevention and Control of Corrosion & Fungus in Equipment
1-1-691	Tri-Services Manual for Corrosion Control of Aerospace Equipment
1-lA-1	General Manual Structural Repair
1-IA-8	Aircraft Structural Hardware
1-lA-9	Aerospace Metals-General Data Usage Factors
1-lA-12	Fabrication Maintenance & Repair of Transparent Plastic
1-1A-14	Installation Practices for Aircraft Electrical & Electronic Wiring
1-lB-40	Handbook, Weight & Balance
1-1B-50	Weight and Balance

NOTE: WR is TODCA for 1C-130( ) TOs listed below. The current –2 series T.O.s will be rescinded in the future when all OMMS manual are completed. The requirements called out in applicable OMMS manual take precedence over current –2 tech orders.

OMMS MANUALS

TO NUMBER	TITLE
	* new Mar 97
1C-130(A)H-2-00FR-00-1	FAULT REPORTING MANUAL
1C-130(A)H-2-00GE-00-1	GENERAL EQUIPMENT
1C-130H-2-00FR-00-1	FAULT REPORTING MANUAL (FRM)
1C-130H-2-00GE-00-1	GENERAL EQUIPMENT MANUAL (GE)
1C-130H-2-00JG-00-1	JOB GUIDE INDEX
1C-130(M)H-2-00GE-00-1	GENERAL EQUIPMENT

TO NUMBER	TITLE
	GROUND HANDLING
1C-130(A)H-2-05JG-00-1	GROUND HANDLING
1C-130(A)H-2-12JG-10-2	AIRPLANE SERVICING
1C-130H-2-05JG-00-1	GENERAL MAINTENANCE
1C-130H-2-07JG-00-1	JACKING
1C-130H-2-08JG-00-1	WEIGHING AND LEVELING
1C-130H-2-09JG-10-1	TOWING
1C-130H-2-10JG-00-1	PARKING AND MOORING
1C-130H-2-12JG-10-1	FUEL SERVICING
1C-130H-2-12JG-10-2	AIRPLANE SERVICING
1C-130H-2-12JG-20-1	LUBRICATION
1C-130(M)H-2-05JG-00-1	GENERAL MAINTENANCE
AIR CONDITIONING	
*1C-130(A)H-2-21GS-00-1	GENERAL MAINTENANCE
*1C-130(A)H-2-21JG-20-1	DISTRIBUTION SYSTEM
*1C-130(A)H-2-21JG-80-1	COOLING SYSTEM
*1C-130(A)H-2-21JG-90-1	LIQUID COOLING SYSTEM
*1C-130(A)U-2-21JG-90-1	LIQUID COOLING SYSTEM
1C-130H-2-21FI-00-1-1	BLEED AIR, DISTRIBUTION, AIR FLOW PRESSURIZATION, AND FLOOR HEAT
1C-130H-2-21FI-00-1-2	TEMPERATURE CONTROL
1C-130H-2-21GS-00-1	GENERAL SYSTEM
1C-130H-2-21JG-00-1	GENERAL MAINTENANCE
1C-130H-2-21JG-10-1	BLEED AIR
1C-130H-2-21JG-20-1	DISTRIBUTION
1C-130H-2-21JG-30-1	A/C PRESSURIZATION

1C-130H-2-21JG-40-1	FLOOR HEAT
1C-130H-2-21JG-50-1	COOLING SYSTEM(AF74-01658 AND UP)
1C-130H-2-21JG-50-2	COOLING SYS (PRIOR TO AF74-01658)
1C-130H-2-21JG-60-1	TEMPERATURE CONTROL
1C-130(M)E-2-21JG-90-1	LIQUID COOLING SYSTEM
1C-130(M)H-2-21JG-20-1	DISTRIBUTION SYSTEM

TO NUMBER	TITLE
AUTOFLIGHT	
1C-130H-2-22FI-10-1-1	E-4, AP-105 INTERLOCK
1C-130H-2-22FI-10-1-2	E-4, AP-105 BASIC AND COUPLED
1C-130H-2-22FI-10-1-3	E-4, AP-105 BASIC, COUPLED, AND YAW DAMPER
1C-130H-2-22GS-00-1	E-4, AP-105 GENERAL SYSTEM
1C-130H-2-22JG-10-1-1	E-4 AUTOPILOT
1C-130H-2-22JG-10-1-2	AP-105 AUTOPILOT
1C-130H-2-22JG-10-1-3	AN/AWY-1 AUTOPILOT
COMMUNICATIONS	
1C-130H-2-23FI-10-1	ARC-190 HF RADIO
1C-130H-2-23FI-10-2	KY-75 SECURE VOICE
1C-130H-2-23FI-20-1	ARC-164 UHF RADIO
1C-130H-2-23FI-20-2	ARC-186 VHF RADIO
1C-130H-2-23FI-20-3	KY-58 SECURE VOICE
1C-130H-2-23FI-20-4	URC 110, SATCOM, USTS
1C-130H-2-23FI-30-1	PUBLIC ADDRESS
1C-130H-2-23FI-40-1-1	AIC-18A INTERPHONE C-130E/H/LC-130H
1C-130H-2-23FI-40-1-2	AIC 18A/25 INTERPHONE HC-130(H)N
1C-130H-2-23GS-00-1	ARC-190, ARC-164, ARC-186, ARC-513, PUBLIC ADDRESS
1C-130H-2-23GS-00-2	KY-75, HAVEQUICK II, ARC -164 SATELLITE, ARC 187, AND KY-58
1C-130H-2-23JG-00-1	GENERAL MAINTENANCE
1C-130H-2-23JG-10-1	ARC-190 HF RADIO
1C-130H-2-23JG-10-2	KY-75 SECURE VOICE
1C-130H-2-23JG-20-1	ARC-164, ARC-186, ARC 513 VHF/UHF RADIO
1C-130H-2-23JG-20-2	KY-58 SECURE VOICE, UHF SATELLITE, ARC 187
1C-130H-2-23JG-30-1	AIC 13 PUBLIC ADDRESS
1C-130H-2-23JG-40-1	AIC-18A/25 INTERPHONE

TO NUMBER	TITLE

ELECTRICAL

1C-130H-2-24FI-00-1-1	ENGINE ELEC, APU, ATM
1C-130H-2-24FI-00-1-2	EXT AC, ENG GEN DISCONNECT
1C-130H-2-24FI-00-2	DC POWER FIM
1C-130H-2-24GS-00-1	ELECTRICAL POWER GS
1C-130H-2-24JG-20-1	AC POWER JGM
1C-130H-2-24JG-30-1	DC POWER JGM

EQUIPMENT AND FURNISHINGS

*1C-130(A)H-2-25GS-00-1	GENERAL MAINTENANCE
*1C-130(A)H-2-25JG-00-1	EQUIPMENT AND FURNISHINGS JGM
*1C-130H-2-25FI-00-1	EQUIPMENT AND FURNISHINGS FIM
*1C-130H-2-25FI-60-1	EMERGENCY SYSTEM
*1C-130H-2-25FI-80-1	AERIAL DELIVERY SYSTEMS
1C-130H-2-25GS-00-1	EQUIPMENT AND FURNISHINGS GS
1C-130H-2-25JG-00-1	EQUIPMENT AND FURNISHINGS JGM
1C-130(M)E-2-25JG-90-1	SURFACE TO AIR RECOVERY (STARS)

FIRE PROTECTION

1C-130H-2-26FI-00-1	FIRE PROTECTION FIM
1C-130H-2-26GS-00-1	FIRE PROTECTION GS
1C-130H-2-26JG-10-1	FIRE DETECTION
1C-130H-2-26JG-20-1	FIRE EXTINGUISHING

TO NUMBER	TITLE

FLIGHT CONTROLS

1C-130H-2-27FI-00-1	FLIGHT CONTROLS FIM
1C-130H-2-27GS-00-1	FLIGHT CONTROLS GS
1C-130H-2-27JG-00-1	GENERAL MAINTENANCE

1C-130H-2-27JG-10-1	AILERON CONTROL
1C-130H-2-27JG-10-2	AILERON TRIM
1C-130H-2-27JG-20-1	RUDDER CONTROL
1C-130H-2-27JG-20-2	RUDDER TRIM
1C-130H-2-27JG-30-1	ELEVATOR CONTROL
1C-130H-2-27JG-30-2	ELEVATOR TRIM
1C-130H-2-27JG-50-1-1	FLAP CONTROL
1C-130H-2-27JG-50-1-2	FLAP CONTROL
1C-130H-2-27JG-50-2	FLAP ASYMMETRY

FUEL

1C-130H-2-28FI-00-1-1	REFUEL/DEFUEL FIM
1C-130H-2-28FI-00-1-2	FUEL DISTRIBUTION, SCAVENGE, INFLIGHT
1C-130H-2-28FI-00-1-2-1	TANKER RESCUE DISTRIBUTION, SCAVENGE, INFLIGHT
1C-130H-2-28FI-00-1-3	FUEL DUMP FIM
1C-130H-2-28FI-00-1-4	FUEL INDICATION FIM
1C-130H-2-28GS-00-1	FUEL SYSTEM GS
1C-130H-2-28JG-00-1	GENERAL FUEL MAINTENANCE
1C-130H-2-28JG-10-1	FUEL STORAGE JGM
1C-130H-2-28JG-20-1	FUEL DISTRIBUTION JGM
1C-130H-2-28JG-20-2	TANKER/RESCUE DISTRIBUTION, INFLIGHT REFUEL
1C-130H-2-28JG-30-1	FUEL DUMP JGM
1C-130H-2-28JG-40-1	FUEL INDICATION JGM
1C-130H-2-28JG-40-2	TANKER/RESCUE INDICATION

TO NUMBER	TITLE

HYDRAULIC

1C-130(A)H-2-29FI-00-1	HYDRAULIC FIM
1C-130(A)H-2-29GS-00-1	HYDRAULIS GENERAL SYSTEM
1C-130(A)H-2-29JG-00-1-1	HYDRAULIC JGM
1C-130(A)H-2-29JG-00-1-2	HYDRAULIC JGM
1C-130(A)H-2-29JG-21-1	EMERGENCY HYDRAULIC JGM
1C-130H-2-29FI-00-1	HYDRAULIC FIM
1C-130H-2-29GS-00-1	HYDRAULIC GS
1C-130H-2-29JG-00-1-1	HYDRAULIC JGM
1C-130H-2-29JG-00-1-2	HYDRAULIC JGM

ICE AND RAIN PROTECTION

1C-130H-2-30FI-00-1-1	ICE AND RAIN FIM
1C-130H-2-30FI-00-1-2	ICE AND RAIN FIM

1C-130H-2-30GS-00-1	ICE AND RAIN GS
1C-130H-2-30JG-00-1	ICE AND RAIN JGM

INDICATING AND RECORDING

1C-130H-2-31FI-00-1	INDICATING AND RECORDING FIM
1C-130H-2-31GS-00-1	INDICATING AND RECORDING GS
1C-130H-2-31JG-30-1-1	DFDR AND CVR
1C-130H-2-31JG-30-1-2	LHRS

LANDING GEAR

1C-130H-2-32FI-00-1-1	LANDING GEAR FIM
1C-130H-2-32FI-00-1-2	LANDING GEAR FIM
1C-130H-2-32GS-00-1	LANDING GEAR GS
1C-130H-2-32JG-00-1	GENERAL MAINTENANCE
1C-130H-2-32JG-10-1	MAIN GEAR AND DOORS
1C-130H-2-32JG-10-2	MAIN GEAR EMERGENCY EXTENSION AND ELECTRIC
1C-130H-3-32JG-20-1	NOSE GEAR
1C-130H-2-32JG-40-1	MAIN GEAR BRAKES AND ANTI-SKID
1C-130H-2-32JG-50-1	NOSE GEAR STEERING
1C-130H-2-32JG-70-1	MAIN SKIS
1C-130H-2-32JG-80-1	NOSE SKI

TO NUMBER	TITLE

LIGHTING

1C-130H-2-33FI-00-1-1	FLIGHT STATION, INTERIOR LIGHTS, NVIS AND MACAW
1C-130H-2-33FI-00-1-2	INTERIOR LIGHTING FIM
1C-130H-2-33FI-00-1-3	ALCS LIGHTING
1C-130H-2-33FI-00-2	EXTERIOR LIGHT, CARGO, EMERGENCY
1C-130H-2-33GS-00-1	LIGHTING GS
1C-130H-2-33JG-00-1	LIGHTING SYSTEM

NAVIGATION

1C-130E-2-34FI-50-1	ARN-118 TACAN (AF61-2358 THROUGH AF61-2373)
1C-130H-2-34FI-10-1	PILOT STATIC, TRUE AIRSPEED, CADC, ALTITUDE ALERTER, STANDBY ALT
1C-130H-2-34FI-20-1	FD-109 FLIGHT DIRECTOR
1C-130H-2-34FI-20-2	AF STD FLIGHT DIRECTOR
1C-130H-2-34FI-20-3	C-12 COMPASS
1C-130H-2-34FI-20-4	N-1 COMPASS
1C-130H-2-34FI-40-1	SCNS
1C-130H-2-34FI-40-2	APN-59 RADAR AND ASQ-14 PRESSURIZATION SYSTEM
1C-130H-2-34FI-40-3	APQ-122 RADAR AND PRESSURIZATION

	COOLING SYSTEM
1C-130H-2-34FI-40-4	IFF APX 72/76/100
1C-130H-2-34FI-40-5	SKE APN 169C
1C-130H-2-34FI-40-6	APN-156, GPWS AND APN-232 CARA
1C-130H-2-34FI-40-7	TRAFFIC ALERT AND COLLISION AVOIDANCE
1C-130H-2-34FI-40-8	AN/APN-241 (LPCR)
1C-130H-2-34FI-50-1	ARN-118 TACAN (AF62-1784 AND UP)
1C-130H-2-34FI-50-2	ARN-147 VOR/ILS/MB
1C-130H-2-34FI-50-3	ARA-25/50 DIRECTION FINDER
1C-130H-2-34FI-50-4	DF-206/-206A ADF
1C-130H-2-34FI-50-5	DF301E, AN/ARN-152(V) AND AN/ARN-151(V)
1C-130H-2-34GS-00-1	NAVIGATION GS
1C-130H-2-34JG-00-1	GENERAL MAINTENANCE
1C-130H-2-34JG-10-1	PITOT-STATIC, CPU-43 (ADC), FLT INSTRUMENTS, ALT ALERTING SYSTEM (PRIOR TO 95)
1C-130H-2-34JG-10-2	PITOT-STATIC, ADC, ALT ALERTING SYSTEM (95 AND UP)
1C-130H-2-34JG-20-1	FD-109 FLIGHT DIRECTOR
1C-130H-2-34JG-20-2	AF STD FLIGHT DIRECTOR
1C-130H-2-34JG-20-3	C-12 COMPASS
1C-130H-2-34JG-20-4	N-1 COMPASS
1C-130H-2-34JG-40-1	SCNS
1C-130H-2-34JG-40-2-1	APN-59 RADAR AND ASQ-14 PRESSURIZATION SYSTEM
1C-130H-2-34JG-40-2-2	APQ-122 RADAR AND PRESSURIZATION COOLING SYSTEM, C-8298
1C-130H-2-34JG-40-3	IFF APX-72/76/100
1C-130H-2-34JG-40-4	SKE APN-169
1C-130H-2-34JG-40-5	GCAS, GPWS, ASN-156, CARA,APN 232, AND SEXTANT
1C-130H-2-34JG-40-6	TRAFFIC ALERT AND COLLISION AVOIDANCE
1C-130H-2-34JG-40-7	AN/APN-241 (LPCR)
1C-130H-2-34JG-50-1	ARN118/139 GPS TACAN, VOR/ILS/MB, ADF, ARN 147, ARA 25/50, DF-206
1C-130H-2-34JG-50-2	DF-301E, AN/ARN-152(V), AN/ARN-151, GPS, ASN-4, SERIES 406 HOMING SYS

OXYGEN

1C-130H-2-35FI-00-1	OXYGEN FIM
1C-130H-2-35GS-00-1	OXYGEN GS
1C-130H-2-35JG-00-1	OXYGEN SYSTEM

TO NUMBER	TITLE
APU/GTC	
1C-130E-2-49FI-00-1	GTC FIM (AF73-1580 THRU AF73-01598)
1C-130E-2-49GS-00-1	GTC GS (AF73-1580 THRU AF73-01599)
1C-130E-2-49JG-00-1-1	GTC JGM (AF73-1580 THRU AF73-01599
1C-130E-2-49JG-00-1-2	GTC JGM (AF73-1580 THRU AF73-01599
1C-130H-2-49FI-00-1	APU FIM (AF74—01658 AND UP
1C-130H-2-49GS-00-1	APU GS (AF74-01658 AND UP)
1C-130H-2-49JG-00-1-1	APU JGM (AF74-01658 AND UP)
1C-130H-2-49JG-00-1-2	APU JGM (AF74-01658 AND UP)
STRUCTURES	
1C-130(A)H-2-51JG-00-1	STRUCTURES JGM
1C-130H-2-51JG-00-1	STRUCTURES JGM
STRUCTURAL DOORS	
*1C-130(A)H-2-52JG-40-1	SERVICE DOORS
1C-130H-2-52FI-00-1	STRUCTURAL DOORS FIM
1C-130H-2-52GS-00-1	STRUCTURAL DOORS GS
1C-130H-2-52JG-00-1	GENERAL MAINTENANCE
1C-130H-2-52JG-10-1	CREW DOOR
1C-130H-2-52JG-10-2	PARATROOP DOOR
1C-130H-2-52JG-20-1	EMERGENCY EXITS
1C-130H-2-52JG-30-1	AFT CARGO DOOR
1C-130H-2-52JG-30-2	CARGO RAMP
1C-130H-2-52JG-70-1	DOOR WARNING
WINDOWS	
1C-130(A)H-2-56JG-00-1	WINDOWS JGM
1C-130H-2-56JG-00-1	WINDOWS JGM
PROPELLERS	
1C-130H-2-61FI-00-1	PROPELLER FIM
1C-130H-2-61GS-00-1	PROPELLER GS
1C-130H-2-61JG-10-1	PROPELLER ASSEMBLY JGM
1C-130H-2-61JG-20-1	PROPELLER CONTROL JGM

TO NUMBER TITLE

POWER PLANT

1C-130H-2-70FI-00-1-1	ENGINE FM
1C-130H-2-70FI-00-1-2	ENGINE FIM
1C-130H-2-70FI-00-2	ATO AND NACELLE PREHEAT FIM
1C-130H-2-70GS-00-1	ENGINE GS
1C-130H-2-70JG-00-1	GENERAL MAINTENANCE
1C-130(A)H-2-71JG-00-1	ENGINE OPERATING LIMITS
1C-130H-2-71JG-00-1	ENGINE RUN CHECKLISTS
1C-130H-2-71JG-00-2	BASIC ENGINE MAINTENANCE
1C-130H-2-73JG-00-1	ENGINE FUEL
1C-130H-2-73JG-00-2	TEMPERATURE DATUM CONTROL
1C-130H-2-75JG-00-1	ENGINE AIR
1C-130H-2-76JG-00-1	ENGINE CONTROLS
1C-130H-2-77JG-00-1	ENGINE INDICATION
1C-130(A)H-2-78JG-10-1	INFRARED HEAT SHIELDS
1C-130H-2-79JG-00-1	ENGINE OIL
1C-130H-2-80JG-00-1	ENGINE STARTING AND IGNITION
1C-130H-2-84JG-00-1	ASSISTED TAKEOFF

DEFENSIVE SYSTEMS

1C-130H-2-99FI-00-1	AAR-47, ALQ-157, ALE-40
1C-130H-2-99FI-00-2	ALR-69
1C-130H-2-99FI-00-3	ALE-47
1C-130H-2-99GS-00-1	DEFENSIVE SYSTEMS GS
1C-130H-2-99JG-10-1	AN/AAR-47 JGM
1C-130H-2-99JG-10-2	ALR-69
1C-130H-2-99JG-30-1	DEFENSIVE SYSTEMS (AN/ALE-40) JGM
1C-130H-2-99JG-30-2	DEFENSIVE SYSTEMS (AN/ALE-47)

1C-13OA-01	List of Applicable Publications USAF Series
1C-13OA-06	Aircraft Maintenance Work Unit Code Manual
1C-13OA-3	Structural Repair-Instructions
1C-13OA-4	IPB-C-CI30A/D
1C-13OA-6	Aircraft Scheduled Inspection &Maintenance Requirements
1C-130A-6WC-10	Preflight Inspection
1C-130A-6WC-11	Thru Flight Inspection
1C-13OA-6WC-12	Isochronal Preflight Inspection
1C-13OA-6WC-13	Isochronal Thru Flight Inspection
1C-13OA-6WC-14	Isochronal Home Station Inspection
1C-13OA-6WC-15	Isochronal Work Cards
1C-13OA-6WC-15-1	
1C-13OA-10	Build-Up Instr-Acft Power Package
1C-13OA-17	Storage of Aircraft
IC-13OA-21	Aircraft Inventory Record-Master Guide
1C-13OA-23	Corrosion Control--C-130 Aircraft
1C-13OA-36	NDI Manual-C-130 Aircraft

1C-13OA-111	Operation, Maintenance, and Overhaul Instructions with IPB & Wiring Diagrams-AUX Internal Fuel System
1C-13OA-121	Installation & Operation Instructions with IPB Overboard Vent & Manifold and/or Connecting Parts Liquid Oxygen Servicing Units
1C-13OB-01	List of Applicable Publications
1C-13OB-2-1	Maintenance Instructions-General Aircraft
1C-13OB-2-2	Maintenance Instructions-Ground Handling, Servicing
1C-13OB-2-3	Maintenance Instructions-Hydraulic System
1C-13OB-2-4	Maintenance Instructions-Power
1C-13OB-2-5	Maintenance Instructions-Fuel System
1C-130B-2-6	Maintenance Instructions-Instrument & Auto Pilot
1C-13OB-2-7	Maintenance Instructions-Elect System
1C-13OB-2-8	Maintenance Instructions-Radio and Radar
1C-13OB-2-9	Maintenance Instructions-Flight Control System
1C-13OB-2-10	Maintenance Instructions-Utility System
1C-13OB-2-11	Maintenance Instructions-Propeller
1C-13OB-2-12	Maintenance Instructions-Landing Gear
1C-13OB-2-13	Maintenance Instructions-Airplane Wiring Diagram
1C-13OB-4	IPB, C-130B
1C-13OB-5	Basic Flight Checklists and Loading Data
1C-13OB-6CF-I	Functional Check Flight Procedures
1C-13OB-6CL-1	Functional Check Flight Lists
1C-13OB-10	Build-Up Instructions-Power Package
1C-130E-2-1-2	General Information (Station Keeping)
1C-130E-2-2	Maintenance Instruments-Ground Handling, Service & Airframe (AWADS)
1C-130E-2-7-1	Maintenance Instructions-Electrical System (AWADS)
1C-130E-2-7-2	Maintenance Instructions-Electrical System (Station Keeping)
1C-130E-2-8-1	Maintenance Instructions-Radio Communication/ Navigat System (AWADS)
1C-130E-2-8-2	Maintenance Instructions-Radio Communication/ Navigat System (Station Keeping)
1C-130E-2-10	Utility System (AWADS)
1C-130E-2-13-1	Wiring Diagram (AWADS)
1C-130E-2-13-2	Wiring Diagrams
1C-130E-3-1	Structural Repair Instructions (AWADS)
1C-130E-3-2	Structural Repair Instructions
1C-130E-4	IPB-C-130E
1C-130E-5	Basic Weight Checklists and Loading Data
1C-13OH-1	Flight Manual (Note: C-130H, S/N 74-01658 and up)
1C-13OH-2-1	Maintenance Instructions General Airplane (S/N AF 74-01658 and Up) C-130H
1C-13OH-2-2	Maintenance Instructions and Hdlg, Service & Airframe Maintenance, C-130H (Note C-130H

	S/N AF 74-1658 and Up)
1C-13OH-2-3	Maintenance Instructions Hydraulic System (Note C-130H S/N AF 74-01580 and Up)
1C-13OH-2-4	Maintenance Instructions Power Plant C-130H (Note C-130H S/N AF 74-01658 and Up)
1C-13OH-2-5	Maintenance Instructions Fuel System C-130H (Note C130H, S/N AF 74-01658 and Up)
1C-13OH-2-6	C-130H (Note C130H, S/N AF 78-0806 and Up)
l C-13OH-2-7	Maintenance Instructions Electrical System (S/N AF 74-1685 and Up) C-130H
1C-13OH-2-8	Maintenance Instructions Radio Communication and Navigation Systems (S/N AF 74-01658 and Up) C-130H
1C-13OH-2-9	Maintenance Instructions Flight Control System (S/N AF 74-01658 and Up) C-130H
1C-13OH-2-10	Maintenance Instructions Utility Systems (S/N AF 74-01658 and Up) C-130H
1C-13OH-2-12	Maintenance Instructions Landing Gear (C-13OH-74-01658 and Up)
1C-13OH-2-13	Maintenance Instructions Airplane Wiring Diagrams (S/N AF 74-01658 and Up)
1C-13OH-4	IPB C-130H, HC-130H
1C-13OH-10	Package (S/N AF 74-01658 and Up)
2G-GTC95-46	Enclosed Pneumatic Power Gas Turbine Engine
2G-GTC85-34	IPB Pneumatic Power Gas Turbine Engine
2J-T56-24	IPB T56-A-7A
2J-T56-44	IPB T56-A-15
3H-1-18-2	Variable Pitch Propeller, Ham Std Model
3H-1-18-4	IPB -Variable Pitch Aircraft Prop
4S1-37-3	Overhaul Instructions Strut Assembly MLG
4S1-37-4	IPB Strut Assembly MLG
4T-1-3	Storage and Disposition of Aircraft Tires
4W-1-61	Maintenance and Overhaul of Wheels
6Jl4-4-5-3	External Tank and Pylon Assembly
6Jl5-8-103-3	Float Valve Assembly, P/N F60WO232
6JI5-8-103-13	Float Valve Assembly, P/N F60WO233
6JI5-8-28-33	O/H Instructions Fuel Vent/Float Valve
8-1-1	Aircraft Electrical System Inspection, Maintenance and Operation Procedures
8D2-1-31	Aircraft Storage Batteries and Venting System
8D2-2-l	Operation and Maintenance Instr, Silver Zinc Batteries
8D2-3-1	A/C Nickel Cadmium Storage Batteries
11A-1-33	Ground Handling of Aircraft Containing Ammo and Explosives
14D3-11-1	Operation, Inspection, Maintenance, and Packaging Instructions for Emergency Personal Recovery Parachute

15X-1-1	Maintenance Instructions for Oxygen Equipment
31-1-141-8	Basic Electronics Technology Testing Practices
33B-1-l	Non-Destructive Inspection
35A2 Series	Jacks
37-1-1	Liquid Fuel and Oil, Storage
42AI-1-1	Cleaning, Painting, Sealing, Protective Treating, Anti-Corrosion, Inspection Material Items
42A2-1-4	Storage Control of Organic Coating Materials
42B-1-1	Quality Control of Fuels and Lubricants
42B1-1-1	Fuels Ground Equipment
42B1-1-14	Fuels for USAF Aircraft
42B2-1-3	Fluids for Hydraulic Equipment
42B6-1-1	Quality Control of Gaseous Liquid Av. Breathing Oxygen
42E-1-1	Identif, Inspect, Testing and Storage of Rubber Materials
42El-l-l	Aerospace Hose Assembly
44B-1-2	Maintenance Instructions - Anti-Friction Bearings
44B-1-3	Operation & Service Instructions Aircraft Wheel
44B-1-102	Maintenance Instructions - Anti-Friction Bearings
44H3-1-3	Use of Boss, Cap, Tubing Seals

(Application for copies should be addressed to the prime (http://www.pdsm.wpafb.af.mil/toprac/techord.htm) .

CODE OF FEDERAL REGULATIONS

29 CFR 1910	Occupational Safety and Health Standards
29 CFR 1925	Safety & Health Std. for Fed Serv. Contracts
40 CFR 63, Subpart GG	National Emission Stds forHaz Air Pollutants
40 CFR 260-266, 268, 270-273, 279, 280-282, 148	Resource Conservation and Recovery Act

(Source: http:frwebgate.access.gpo.gov/cgi-bin/get-cfr.cgi)

DEPARTMENT OF DEFENSE DIRECTIVES

DoD 4145.19-R-1	Storage and Materials Handling
DoD 4140.25-M	Management of Petroleum Products
DoD 5145.26-M	DoD Contractor's Safety Manual for Ammunition, Explosives, and Related Dangerous Material
DLAM 8210.1, Volume 1	Contractor’s Flight and Ground Operations

AF DRAWING

Drawing No.	Title
AF 9144700	Basic Equipment Excellence Paint Scheme, C-130
AF 9276080	Marking Inst-Forward Fuselage
AF 9276081	Marking Instl-Aircraft Fuselage & Empennage
AF 9276082	Marking Instl-Wing, Power Plant & Pylon Tank
AF 93104893	AFSOC Paint Scheme, Two Tone Gray, HC-130

(Application for copies of AF Drawings should be addressed to: OO-ALC/LAOE, 5875 Southgate Ave, Hill AFB, UT 84056-5231, phone (801) 775-2951)

AIR FORCE INSTRUCTIONS

11-205	Aircraft Cockpit & Formation Lights
11-206	General Flight Rules
11-214	Aircrew & Weapons Director Procedures for Air Operations
11-218	Aircraft Operations & Movement Over Ground
11-301	Aircrew Life Support Program
11-302	C-130, C-141, KC-10, and KC-135 Maint and Conf Reqmts for Aircrew and Aircraft-Installed Life Sup Equip
11-401	Flight Management
13-201	U.S. Air Force Airspace Management
21-101	Maintenance Management of Aircraft
21-102	Depot Maintenance Management
21-103	Inventory, Status, and Utilization Reporting
21-105	Aerospace Equipment Structural Maintenance
21-110	Engineering and Technical Services
21-401	Engineering Data Storage, Distribution, and Control
32-1024	Standard Facilities Requirements
32-1044	Visual Air Navigation Systems
32-2001	The Fire Protection Operations & Fire Prevention Program
48-123	Medical Examination and Standards
91-25	Confined Space
91-204	Safety Investigations and Reports

AIR FORCE JOINT MANUAL

10-220v1	Adverse Weather Warnings
24-204	Preparing Hazardous Materials for Military Air Shipments

AIR FORCE MANUALS

66-1	Maintenance Management Policy
67-1, Vol. 1, Part 3	AF Stock Fund and DPSC Assigned Item Procedures

86-2	Standard Facility Requirements
91-201	Explosives Safety Standards

AF OCCUPATIONAL SAFETY AND HEALTH STANDARD (AFOSH)

49-1	Respiratory Protection Program
91-2	Vehicle Mounted Elevating and Rotating Work Platforms
91-5	Welding, Cutting, and Brazing
91-22	Walking Surfaces
91-31	Personal Protective Equipment
91-32	Emergency Shower and Eyewash Units
91-38	Hydrocarbon Fuels – General
91-43	Flammable and Combustible Liquids
91-46	Materials Handling and Storage Equipment
91-66	General Industrial Operations
91-67	Liquid Nitrogen and Oxygen Safety
91-68	Chemical Safety
91-100	Aircraft Flight Line – Ground Operations and Activities
91-119	Process Safety Management of Highly Haz Chemicals

AIR FORCE PAMPHLET

91-210	Contract Safety

AFMC INSTRUCTIONS

21-104	Aerospace Equipment Structural Maintenance
21-107	Tool Control and Accountability Program
21-118	Aircraft and Missile Maintenance Production Compression Report (AMREP) System
21-122	Foreign Object Damage (FOD) and Dropped Object (DO) Awareness and Prevention Program
91-101	Minimum Airfield, ARFF Services, & Hangar Fire Protection Requirements for Aircraft Contracts
91-201	Explosives Safety Standards

MAJOR COMMAND INSTRUCTIONS

AETCI 21-106	Corrosion Control
AMCI 21-105, Change 1	Aircraft Markings and Insignia
ANGI 21-105	Corrosion Control, NDI, and Oil Analysis
AFRC Supplement to TO 1-1-4	Markings
AFSOCI 21-102	Corrosion Control Program and Paint Requirements

(Copies of Department of Defense, Air Force and MAJCOM directives, instructions, manuals and regulations required by contractors in connection with this acquisition function should be obtained from the Uniform Resource Locator (URL): http://afpubs.hq.af.mil)

2.2 Other publications: The following documents form a part of this specification to the extent specified herein. Unless otherwise specified, the issues of the documents which are DoD adopted shall be those listed in the issue of the DODISS specified in the solicitation. Unless otherwise specified, the issues of documents not listed in the DODISS shall be the issue of the non-government documents which is current on the date of the solicitation.

COMMERCIAL STANDARDS AND SPECIFICATIONS

AQAP 120	NATO Quality Assurance Requirements for Production

(Application for copies should be addressed to:
British Defense Standards, Ministry of Defense
Stan 1, Kentigern House
65 Brown Street
Glasgow GZ 8EX)

Deft 99-GY-1	Advanced Performance Coating

(Application for copies should be addressed to:
Deft
17451 Von Karman Ave
Irvine, CA 92614)

ISO 9002 or equivalent	Quality Systems - Model for Quality Assurance in Production, Installation, and Servicing
ISO 10012-1, ANSI/NCSL/ Z540-1	Quality Assurance Requirements for Measuring Equipment

(Application for copies should be addressed to:
American Society for Quality Control
611 E. Wisconsin Avenue
Milwaukee WI 53202-4606)

NATIONAL AEROSPACE STANDARDS (NAS)

411	Hazardous Materials Management Program
412	Foreign Object Damage / Debris (FOD) Prevention
847	Cap and Plug, Protective, Dust and Moisture Seal
1638	National Aerospace Standard Cleanliness Requirements of

	Parts Used in Hydraulic Systems
3306	Facility Requirements for Aircraft Operations

(Application for copies should be addressed to:
Aerospace Industries Association (AIA) of America Inc.
1250 Eye Street, NW Suite 1100
Washington DC 20005 (202) 371-8470)

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS

30	Flammable and Combustible Liquids Code
33	Spray Application Using Flammable and Combustible Materials
51	Design and Installation of Oxygen Fuel Gas Systems for Welding, Cutting, and Allied Processes
70	National Electrical Code
402	Aircraft Rescue and Fire Fighting Operations
403	Aircraft Rescue and Fire Fighting Services at Airports
407	Aircraft Fuel Servicing
409	Aircraft Hangars
410	Aircraft Maintenance
414	Aircraft Rescue and Fire Fighting Vehicles
1003	Airport Fire Fighter Professional Qualifications

(Application for copies should be addressed to:
National Fire Protection Association
1 Batterymarch Park
PO Box 9101
Quincy MA 02269-9904)

SOCIETY OF AUTOMOTIVE ENGINEERS – AEROSPACE MATERIAL SPECIFICATIONS

2219	Fusion Welding for Aerospace Applications
2644	Insp Material Penetrant
3374	Sealing Compound, Firewall
H-6088	Heat Treatment of Aluminum Alloys
7828	Terminals, Lug and Splices Crimp Style, Copper
8700	General Spec Installation & Test Elect Equipment in A/C
DTL-23053/8	Insulation Sleeving Elect Heat Shrinkage, Silicone Rubber
DTL-23053/11	Insulation Sleeving Elect Heat Shrinkage
DTL-23053/12	Insulation Sleeving Elect Heat Shrinkage
T-23397	Tapes, Pressure Sensitive, for Masking during Depaint
70991	Terminals, Lug & Splice, Crimp Style, Aluminum, for Aluminum Aircraft Wire

*(Application for copies should be addressed to:
http://www.sae.org/products/topics/AERO_STD.htm)*

(Non-government standards and other publications are normally available from the organizations which prepare or which distribute the documents. These documents also may be available in or through libraries or other informational services.)

2.3 Order of precedence: In the event a conflict between the text of this specification and the references cited herein (except for associated detail specifications, specification sheets, or MS standards), the text of this specification shall take precedence. Nothing in this specification, however, shall supersede applicable laws and regulations unless a specific exemption has been obtained.

2.3.1 Deviations: Any deviation from this SOW requires specific written approval from the OO-ALC C-130 Weapon System Support Center (WSSC).
2.3.2 Discrepancies: Any discrepancy between this SOW and any referenced technical manuals or drawing shall be brought to the attention of the OO-ALC C-130 WSSC. The discrepancy shall be resolved prior to initiating the affected operation.

3. REQUIREMENTS

3.1 GENERAL

3.1.1 Security: Unclassified

NOTE: In the event an aircraft should arrive at the contractor's facility with classified equipment immediately notify the responsible DCMC officer in charge for further instructions.

3.1.2 Data:

3.1.2.1 Maintenance Records, Forms and Publications

3.1.2.1.1 The contractor shall maintain the forms and publications listed in subparagraph 3.1.2.1.3 below. If records are not received or are illegible, the contractors shall obtain them from the using command or initiate new records in accordance with the applicable directive set forth in subparagraph 3.1.2.1.3 below. Maintain applicable forms listed in Column 1 in accordance with applicable directives listed in Column 3.

3.1.2.1.2 Record each technical order compliance in the aircraft historical records furnished with each aircraft in accordance with TO 00-20-4.

3.1.2.1.3 These forms and publications shall be maintained from the date the aircraft is received until the date the aircraft departs.

COLUMN 1	COLUMN 2	COLUMN 3
Form Number	Form Title	Applicable Directives
DD 365 Series	Record of Weight & Balance	TOs 1-1B-40, 1-1B-50
AF 2692	Aircraft/Missile Equipment Transfer/ Shipping Listing	AFI 21-103
AFTO 95	Significant Historical Data	TO 00-20-5
AFTO 781 Series	Aerospace Vehicle Flight Data Documents	TO 00-20-5

3.1.2.1.4 A notation shall be made in the Significant Historical Data Column of AFTO Form 95 indicating the day, month, year, and aircraft time and facility, IAW TOs 00-20-2, -4, and -5. This shall certify that prescribed requirements of this SOW were accomplished. A notation of paint application shall be made. AFTO 95 entries are required for the following: TCTO accomplishment and aircraft paint application.

3.1.2.1.5 TO 1C-130A-6 special inspections shall be recorded on applicable forms of the aircraft historical records.

3.1.2.2 Reporting Requirements:

3.1.2.2.1 Engine Status Report (AF 1534). Furnish receipt, change in status, and shipment of AF owned engines (AFI 21-103).

3.1.2.2.2 Report defective or inadequate parts or specifications to OO-ALC/LAOC for entry into the G021, Quality Deficiency Report system or equivalent, IAW TO 00-35D-54.

3.1.2.2.3 For each aircraft, send one copy of completed AFTO Form 95 to the C-130 ASIP Manager, WR-ALC/LBLRS, 265 Ocmulgee Court, Robins AFB, GA 31098-1647.

3.1.2.3 Technical Data:

3.1.2.3.1 The removal, disassembly, inspection, repair, adjustment, modification, test, assembly, and reinstallation of components and equipment shall conform to the basic maintenance instruction manuals and other applicable TOs listed in Section II of this SOW.

3.1.2.3.2 Structural repairs installed while accomplishing the requirements of this specification shall conform to TO 1C-130A-3, 1C-130A-23, and OO-ALC engineering instructions as directed by the Project Officer (PO).

3.1.2.3.3 Replacement parts and materials used in the repair of the aircraft or any other equipment shall be those authorized in USAF approved publications.

3.1.2.3.4 Obtain and use approved torque values and safety methods from publications listed below.

3.1.2.3.4.1 TO 1C-130A-2 maintenance instructions & manuals and TO 1C-130A-3 structural repair manuals.

3.1.2.3.4.2 If not listed in TO 1C-130A-2 or TO 1C-130A-3 manuals, refer to accessory maintenance manuals.

3.1.2.3.4.3 If not listed in 3.1.2.3.4.1 or 3.1.2.3.4.2 above, see TO 1-1A-1 and 1-1A-8.

3.1.2.3.5 General: All references to TOs, directives, regulations, U.S. Government specifications and standards, drawings and other documents shall include the latest date and all changes and supplements thereto.

3.1.2.3.5.1 Compliance with all technical orders, and all other documents (e.g., specifications, drawings) listed is mandatory when applicable to the aircraft or installed equipment and to work requirements in accordance with this SOW.

3.1.2.3.5.2 Technically illustrated parts breakdown and general information TOs pertaining to the aircraft, aircraft engine, and installed aircraft and aircraft engine accessories are listed in TO 1C-130A/B/E/(H)/H-10. Referenced technical manuals, illustrated parts breakdown, and general information TOs listed herein are made a part of this SOW.

3.1.2.3.5.3 Control and maintain all TOs and other technical directives applicable to the work requirement in an updated and current status in accordance with TO 00-5-1. This requires compliance with the latest dated TOs and directives, regulations, U.S. Government specifications and standards, drawings and other documents issued during the time the work requirement is being accomplished. The contractor shall accomplish a timely review of all updated TOs and all other documents applicable to the work requirement. The review shall consider the impact on other work requirements, costs, schedules, and any other relevant factors. Written evaluation along with specific back-up data for those changes which impact the performance of the contractor shall be forwarded to the PAO within ten working days after receipt. The contractor shall not begin work until changes have been approved by the PAO.

3.1.2.4 Nonstructural Accessories, Components, Re-use, Repair and Replacement:

3.1.2.4.1 No item is to be repaired as job routed if serviceable assets are available and not in long supply.

3.1.2.4.2 Cannibalization of parts, components, and accessories required to prevent schedule slippage is authorized, as approved by the OO-ALC C-130 WSSC.

3.1.2.5 Environmental Compliance: The contractor shall meet all local, state, and federal environmental requirements. The contractor should pay attention to the fact that the workload

related to this contract could change the contractor's status under the National Emission Standards for Hazardous Air Pollutants (NESHAP, 40 CFR 63 Subpart GG).

3.1.2.6 Mishap Prevention Program: Implement a mishap prevention program tailored to include the safety provisions specified in Appendix A. The contractor shall have written procedures to ensure that only trained, qualified, and/or certified personnel perform ground and maintenance operations. Documentation may be identified on a Data Accession List.
These procedures shall include, but are not limited to:
(a) Medical physical requirements
(b) Qualification and requalification requirements
(c) Certification requirements. Documentation should demonstrate that A & P licensed technicians direct tasks to ensure qualified personnel are accomplishing tasks, either through on-the-job training or through subcontracted work to qualified personnel.

The following are operations that aircraft maintenance personnel should be trained on before they are authorized or certified to supervise or perform. Training, certifications, and records are required per DLAM 8210.1.

Aircraft electrician
Painter
Paint stripper
Oxygen servicing (1)
Aircraft refuel, defuel, and fuel system purge operations (1, 3)
Jacking supervisor (1)
Engine run (45 day currency) (1, 3, 5, 6)
Aircraft tow team supervisor (1, 3)
Aircraft tug operator (1, 3)
Aircraft marshaling, including nose / wing / tail walkers (2, 3)
Aircraft parking / chocking / grounding (2)
Aircraft brake rider (1, 3, 5)
Aircraft pre/post flights
Aircraft auxiliary power unit / gas turbine compressor operation (1, 5)
Aircraft radar system operation
Munitions, weapons, cartridge activated devices, and explosives handling (1)
Escape hatches (1)
Flight control rigging and operational checks
Weight and balance computations
Ground power unit operation
Air starter operation
Aircraft heater unit operation
Aircraft air conditioner unit operation
Welding operations (4)
Fuel tank repair operations (4)
High pressure gaseous servicing (2)
Battery shop operations (4)
Crash fire rescue crews (2, 3, 4, 5, 6)

Jacking team member (2)
Crane, hoist, forklift operations (3)
Life support equipment maintenance
Control tower operator (4, FAR Part 65 certification)

Codes
(1) Annual written test
(2) Written test
(3) Physical capability requirements
(4) Physical
(5) Annual egress training
(6) Semiannual certification

3.2 RECEIPT OF AIRCRAFT AT FACILITY:

3.2.1 Inventory:

3.2.1.1 Inventory jointly with the aircraft commander or his designated representative each aircraft against property listed in aircraft property records AF Form 2692. Accomplish this inventory as soon as possible after receipt of the aircraft. Record and process inventory in accordance with AFI 21-103. The same AF Form 2692 equipment removed from an aircraft shall be reinstalled prior to departure.

NOTE: Annotate missing insulation in aircraft records. The contractor shall not be required to replace missing insulation.

3.2.1.2 Aircraft received from overseas/offshore bases and that are scheduled to return over water shall have survival equipment, periscopic sextants, life rafts, pyrotechnics pistols, and life vests inventories.

3.2.1.3 After aircraft inventory, a records technician shall inventory the records and sign AFTO Form 290 accepting all files, forms, and logbooks.

3.2.2 Handling and Preparation:

3.2.2.1 Aircraft shall be handled in accordance with instructions in 1C-130()-2 series TO. Qualifications of personnel handling and operating aircraft shall conform to AFI 11-218, AFI 11-205, and AFR 55-22.

3.2.2.2 Immediately upon receipt of aircraft at the contractor's facility, accomplish a receiving inspection to identify Foreign Object Damage (FOD) on all jet engines as follows: Visually inspect air inlet guide vanes and first stage compression rotor blades for damage. Results of this inspection shall be referred to ACO for certification and disposition. Accomplish a Basic Post Flight Inspection IAW TO 1C-130A-6WC-12.

3.2.2.3 Reserved

3.2.2.4 Handle and store fuel according to TOs 00-25-172, 42B-1-1, 42B1-1-1. All fuel cells, tanks, and lines shall be drained and purged or made inert according to TO 1-1-3 and 1C-130-2 series handbooks. All drained fuel shall be credited to the procuring activity. (If aircraft forms are removed before defueling, assure that the fuel to be removed is recorded and usable fuel is placed in proper storage.)

3.2.2.5 Liquid and gaseous oxygen used for aviator's breathing purposes shall be handled IAW MIL-STD-1551C and TO 1C-130H-2-95JG-30-1.

3.2.2.6 De-arm and remove the engine fire extinguisher squibs IAW TO 1C-130B/H-2-10 or
1C-130(H)H-2-10. De-arm in-flight refuel guillotine (HC-130H/P/N)IAW TO1C-130(H)H-2-14.

3.2.2.7 Remove aircraft storage battery, store, and maintain as directed in TO 8D2-1-31 or TO 8D2-3-1.

3.2.2.8 Serviceable fuel shall be recorded on AFTO Form 781A and credited to the aircraft when re-servicing.

3.2.2.9 Hydraulic fluid drained for any reason shall be disposed of as condemned property and need not be accounted for.

3.2.2.10 Prepare aircraft for additional work and support. Jack aircraft as required by applicable TO 1C-130-2 series.

NOTE: The contractor shall exercise only one option - paragraph 3.3, paragraph 3.4, paragraph 3.5, or paragraph 3.6 - on a C-130 aircraft, as identified on each delivery order. When one of these options is exercised, accomplish tasks with the following paragraph order: 3.1, 3.2, 3.3-3.4-3.5-3.6-3.7-3.8-3.9, 3.10, 3.11, 3.12, 3.13, and 3.14.

3.3 AIRCRAFT STRIP OPTION REQUIREMENTS:

3.3.1 Masking: Proper masking shall be accomplished per TOs 1-1-8 and 1C-130A-23 prior to stripping operations.

3.3.2 Stripping: Completely strip the exterior coating system using procedures and materials approved in TOs 1-1-8 and 1C-130A-23, or environmentally compliant chemical paint removal (benzyl alcohol base) and medium pressure water procedures as outlined in TO 1-1-8. Do not strip flight control surface wells or coves, landing gear wells, JATO wells, antennas, and the nose radome. Do not strip the flight controls; i.e., ailerons, elevators, and rudder (flaps are to be de-painted by contractor). Removal of the aft engine nacelles and pylon tanks is not required. After the bulk of paint stripping is completed, the contractor shall remove the protection tapes and shall "touch-up" paint stripping of those areas that were under the borders.

NOTE: Medium pressure water bicarbonate of soda stripping, as specified in TO 1-1-8, paragraph 2-18, is not authorized on this contract.

NOTE: The primer specification of delivered aircraft is expected to be polysulfide, polyurethane TT-P-2760 Type I, Class I; epoxy coating MIL-P-23377, Type I, Class I; or MIL-P-85582, Type I, Class II.

3.3.3 Washing: Mask and wash the aircraft IAW TO 1-1-691, Chapter 3 and Appendix E and TO 1C-130A-23, Paragraph 1-4 and Figure 1-2, using cleaners qualified to MIL-C-87937, Type I or IV, MIL-C-85570, Types I through IV, or MIL-C-43616, Class I, to clean heavily contaminated areas. Apply cleaners per manufacturers' instructions.

NOTE: Wheel wells are excluded.

3.3.4 Stripper Intrusion Inspection: Inspect and remove stripping compound behind JATO doors, inside main wheel well areas, behind quick access doors on fuselage, and behind access panels 56, 57, 139, 160, 161, 177, 178, 179, 181, 182, 183, 248, 249, 298, 300, 301, 328, 330, F2, F3, PP2, and PP3. Correct stripper damage deficiencies. Certify panels are safe to close.

3.4 REPAINT OF FULLY STRIPPED AIRCRAFT OPTION REQUIREMENTS:

NOTE: Air Mobility Command (AMC) aircraft shall be painted with Poly Grey Advanced Performance Coating (APC), Deft part number 99-GY-1, color number 36173, instead of MIL-PRF-85285 Type I, color number 36173 that is specified in AF Drawing 9144700. It is anticipated other commands will eventually switch to this paint scheme. The alternate AFSOC paint scheme requirement is estimated for five percent of delivery orders.

NOTE: The normal condition of aircraft arriving at the contractor's facility will be aircraft with wheel wells and flight controls already painted. Do not paint wheels and flight controls. Flight controls are ailerons, elevators, and rudder.

3.4.1 Lightly sand flap wells to remove loose, peeling, and deteriorated paint/primer. Do not abrade the underlying alclad surface. Coat as directed in AF Drawing 9144700.

3.4.2 Pre-paint Surface Preparation: Surface preparation (washing and masking) shall be accomplished per TOs 1-1-691, 1-1-8, and 1C-130A-23.

3.4.3 Environmental Conditions: All operations shall be accomplished indoors, in an environmentally controlled facility. Aircraft skin and ambient air temperature shall be between 60 degrees Fahrenheit and 90 degrees Fahrenheit prior to, and during, surface preparation operations.

3.4.4 Washing: Mask and wash the aircraft IAW TO 1-1-691, Chapter 3 and Appendix E and

TO 1C-130A-23, Paragraph 1-4 and Figure 1-2, using cleaners qualified to MIL-C-87937, Type I or IV, MIL-C-85570, Types I through IV, or MIL-C-43616, Class I, to clean heavily contaminated areas. Apply cleaners per manufacturers' recommendations.

NOTE: Wheel wells are excluded.

3.4.4.1 Water break tests, as defined in TO 1-1-8, shall be performed immediately prior to initiating surface preparation operations. Any areas which fail the test shall be cleaned per TO 1-1-691 and re-tested.

3.4.4.2 A record of the wash and water break test results shall be available to the DCMA inspector upon request.

3.4.5 Application of Materials: Prepare all bare aluminum exterior surfaces for paint application using procedures and materials (Brightener, MIL-C-38334, and Alodine, MIL-C-5541) approved in TOs 1-1-8 and 1-1-691.

3.4.6 Records: Preparation records shall include date and time that surface preparation operations are initiated and completed for each aircraft. These records shall be available to the government inspector upon request.

3.4.7 Finish System Application: All pre-paint surface preparations shall be completed prior to initiating finish system application. All aircraft painting operations shall be accomplished per TOs 1-1-8 and 1C-130A-23 and the applicable paint drawing. Do not paint flight controls and wheel wells.

3.4.7.1 Environmental Conditions:

3.4.7.1.1 All operations shall be accomplished indoors, in an environmentally controlled facility. Atmospheric conditions and aircraft skin temperatures shall meet TO 1-1-8 requirements. Paint operations, excluding minor touch-up, shall not be initiated or shall be immediately suspended whenever the specified conditions cannot be met.

3.4.7.1.2 The temperature and humidity shall be recorded at the time paint operations are initiated. This record shall be made available to the government inspector upon request.

3.4.7.2 Application of Materials: Application of primer, topcoat, and walkway coatings shall be accomplished per procedures and materials approved in TOs 1-1-8, 1C-130A-23, and the applicable paint drawing.

3.4.7.2.1 Primer:

3.4.7.2.1.1 The primer shall be applied within 48 hours after completion of the surface preparation operations in specified in paragraph 3.4.5. If more than 48 hours lapse, the surface preparation operations specified in paragraph 3.4.5 shall be repeated.

3.4.7.2.1.2 If the primer is not top-coated within 16 hours, reactivate the surface with a solvent wipe. If the primer is not top-coated within 24 hours, the surface shall be scuff sanded, solvent wiped and reprimed. Check if the specific primer coating adhesion window is less than indicated above.

3.4.7.2.2 Topcoat: Aircraft input with Equipment Excellence scheme shall be painted per AF Drawing 9144700 unless otherwise directed and approved. The topcoat scheme shall meet the requirements of TOs 1-1-4, 1C-130A-23, and the applicable paint drawing. Paint the APU panel black; do not paint the titanium panel aft of the APU panel black, as shown on AF Drawing 9144700.

3.4.7.2.2.1 Paint system finish shall not exceed 600 grit coarseness.

3.4.7.2.2.2 No wrinkling, crazing, blistering, fisheye, lifting, or pitting as defined in TO 1-1-8 is allowed.

3.4.7.2.2.3 No more than 2 minor runs per 50 square feet is allowed (a minor run does not exceed 2 inches in length). All runs over 2 inches shall be repaired.

3.4.9.2.2.4 Paint system shall meet the gloss requirements in TO 1-1-8.

3.4.7.2.2.5 Total dry coating thickness for complete depaint and repaint aircraft shall be measured per TO 1-1-8. Thickness requirements are as follows:

General aircraft exterior (excluding upper wing, horizontal stabilizer and fuselage walkways): 2.9 to 4.1 mils

Upper wing panel in-spar walkway: 7.7 to 14.3 mils

3.4.7.2.3 JATO wells: If interior areas' paint color is the same as the prescribed exterior paint scheme color, clean up and touch-up as specified in T.O. 1-1-691. If the interior paint color differs from the prescribed exterior paint color, then clean, scuff-sand and repaint the interior areas.

3.4.7.2.4 Antennas and radomes shall be touched up or re-coated in accordance with TO 1C-130A-3 and AF Drawing 9144700.

3.4.7.2.5 Apply sealants (PR 1432GP and PR1436G sprayable or two coats of MIL-S-81733, Type III) and walkway coating (A-A-59166, Type II).

3.4.7.2.6 Soil Barrier Coating: After 24 hours cure time of topcoat and prior to engine run up, apply soil barrier coating as directed in TO 1-1-8 per procedures in TO 1-1-691.

3.4.7.2.7 After the paint system has cured, cut through the paint which has bridged over the seams of all entry doors, escape hatches, life raft doors, inspection doors, cargo door, and cargo ramp with a sharp instrument prior to opening. Failure to accomplish this procedure will cause peeling of the paint system in these areas.

3.4.8 Marking: All exterior marking shall be applied per the applicable paint scheme drawing and specific command regulations, with precedence to specific command instructions.
Command Instructions: Contact the MAJCOM corrosion officers listed below for specific MAJCOM paint and marking requirements. The MAJCOM corrosion officers' instructions take precedence over MAJCOM directives due to the relatively slow distribution of MAJCOM directives. If a MAJCOM corrosion officer cannot be contacted, call WR-ALC/LBRA, (912) 926-9878, for further instructions.

ACC (HQ ACC, LGM (757) 764-1631).
AETCI 21-106 (HQ AETC/LGMTS, (210) 652-3130)
AMCI 21-105 (HQ AMC/LGBEF, (618) 229-2622)
ANGI 21-105 (ANG/LGMM, (301) 836-8715 or (912) 926-3284).
ANG aircraft input from Kulis ANG Base, Alaska shall be repainted from FS 196-737, up to WL 146 with PR 1432G followed by PR 1436G (4 to 6 mils dry film thickness each coat. (ANG/LGMM, (301) 836-8715 or (912) 926-3284).
AFRC Supplement to TO 1-1-4 (HQ AFRC/LGMSS, (912) 327-1635).
WC-130 aircraft shall receive additional markings per AF Drawing 0720257. The dew point hygrometer (FS 300, WL 200) shall be marked as follows: 4 inch diameter circle, ½ inch wide. Stencil below circle "SENSOR PROBE DO NOT PAINT" in 5/16 inch letters, color number 17038.
AFSOCI 21-102 (HQ AFSOC/LGMW, (850) 884-2091)

3.4.9 An actual weight and balance is required on all aircraft paint operations, in accordance with TOs 1-1B-40 and 1-1B-50.

3.4.10 Make an entry in the aircraft historical records (AFTO Form 95) giving the type of paint system applied. The entry shall state whether the aircraft received scuff sand and overcoat or complete repaint. Also include the name of paint scheme applied and the reference used; the name, specification number, and manufacturer of the primer applied; the name, specification number, and manufacturer of the topcoat(s) applied, and the date of application.

3.5 SCUFF SAND AND OVERCOAT OPTION REQUIREMENTS: The following requirements apply to scuff sand and overcoat of aircraft:

NOTE: The primary paint scheme is to be applied on this contract is Equipment Excellence. All delivery orders by default will be Equipment Excellence, unless otherwise specified. The alternate AFSOC paint scheme requirement is estimated for five percent of delivery orders.

3.5.1 Masking and Washing: The aircraft shall be masked and washed per TO 1-1-691, Chapter 3 and Appendix A, and TO 1C-130A-23, Paragraph 1-4 and Figure 1-2, using cleaners such as, but not limited to MIL-C-87937, Types I or IV, MIL-C-85570, Type I, or MIL-C-43616, Class I, to clean heavily contaminated areas. Apply cleaner per manufacturers' instructions (wheel wells are excluded). After the initial wash and before the aircraft is scuff-sanded, re-clean areas with visible soil residue, soot, carbon deposits, scuff marks, oil, and grease with the MIL-C-46146, Class I and a MIL-C-87937 Type II, III, or IV cleaning compound.

3.5.1.1 Water break tests, as defined in TO 1-1-8, shall be performed immediately prior to initiating surface preparation operations. Any areas failing the test shall be cleaned per TO 1-1-691 and re-tested.

3.5.1.2 A record of the water-break tests shall be made available to the DCMA inspector upon request.

3.5.2 Scuff Sanding: Scuff sand the entire exterior of the aircraft per the procedures in TO 1-1-8, ensuring rough areas have been feather-edged.

3.5.2.1 Exclude the following areas from scuff sanding operations:

Bare metal areas previously stripped
Fuselage and horizontal stabilizer walkway of non-camouflaged aircraft

3.5.2.2 Scuff sand on and around raised rivet heads with A-A-58054 medium grade aluminum oxide.

3.5.2.3 Hand-sand radomes and antennas with 320-grit or finer sandpaper, if authorized on the applicable paint scheme drawings.

3.5.3 Sealing: Following scuff sanding operations, visually inspect all aircraft exterior seam and fillet sealant. Remove and replace all defective sealant (whether damaged, loose, deteriorated, or missing upon arrival) and correct sealant damage caused during the scuff-sanding operation. Apply sealants to areas damaged during scuff sanding or where missing.

3.5.3.1 Seal exterior seams, including lap and butt joint seams, with MIL-S-81733 Type II sealant per TOs 1C-130A-3 and 1C-130A-23. Apply with a sealant gun only. Locations that shall be sealed include, but are not limited, to the following:

Upper and lower wing panel seams (including leading and trailing edges).
Horizontal and vertical stabilizer (including leading edges).
Flap panel seams.
Antennas.
Anti-collision light.
External doublers.
Fuselage panel seams.

3.5.3.2 Seal applicable access and inspection panels with MIL-S-8784 / AMS 3267 sealant per TOs 1-1-8, 1-1-691, 1C-130A-23, and 1C-130A-3 series.

3.5.4 Post-Scuff Sand-Wash: Wash the aircraft per TO 1-1-691 to remove all scuff sanding debris.

3.5.5 Touch up with conversion coating (MIL-C-5541/MIL-C-81706, Class 1A) on the exposed exterior surface.

3.5.6 Primer Coating: Apply primer coating per TO 1-1-8 (Overspray of Existing Coating System), TO 1C-130A-23, and the applicable paint drawing.

3.5.7 Topcoat: Apply the Equipment Excellence paint scheme topcoat in accordance with AF Drawing 9144700 (or, if applicable, apply the AFSOC HC-130 2-Tone Gray paint scheme in accordance with AF Drawing 93104893) and in accordance with TOs 1-1-4 and 1-1-8. Do not over spray around stencils.

3.5.7.1 Paint system finish shall not exceed 600 grit coarseness.

3.5.7.2 No wrinkling, crazing, blistering, fisheye, lifting, or pitting as defined in TO 1-1-8 is allowed.

3.5.7.3 No more than two minor runs per 50 square feet is allowed (a minor run does not exceed 2 inches in length). All runs over 2 inches shall be repaired.

3.5.7.4 Paint system shall meet the gloss requirements specified in TO 1-1-8.

3.5.7.5 JATO wells: If interior areas' paint color is the same as the prescribed exterior paint
scheme color, clean up and touch-up as specified in T.O. 1-1-691. If the interior paint color differs from the prescribed exterior paint color, then clean, scuff-sand and repaint the interior areas.

3.5.8 Inspect the upper wing panel in-spar walkway for loose or missing walkway coating. Repair loose or missing coating area with Part Numbers PR1432GP and PR1436G sprayable or two coats of MIL-S-81733, Type III. Weather cracks are acceptable.

NOTE: If coating appears to require stripping and reapplication, the labor and material may be an Over-and-Above expense. Contact the DCMA inspector.

3.5.9 Soil Barrier Coating: Apply per requirements specified in TO 1C-130A-23.

3.5.10 After the paint system has cured and prior to opening these areas, cut with a sharp instrument through where the paint has bridged over seams of all entry doors, escape hatches, life raft doors, inspection doors, cargo door and cargo ramp.

3.5.11 Marking: Exterior markings shall be applied in accordance with the following order of precedence: specific command instructions, applicable paint scheme drawings, and TO 1-1-4. Refer to paragraph 3.4.8.

3.5.12 Weight and Balance: An actual weight and balance is required on all aircraft after completing all paint operations on the aircraft IAW TOs 1-1B-40 and 1-1B-50.

3.5.13 Make an entry in the aircraft historical records (AFTO Form 95) giving the type of paint system applied. The entry shall state the aircraft received complete repaint. Also include the name of paint scheme applied and the reference used, the name, specification number, and manufacturer of the topcoat(s) applied and the date of application. Paint records shall include date and time that primer and topcoat operations are initiated and completed for each aircraft. Temperature and humidity conditions shall also be recorded at the time coating operations are initiated. These records shall be available to the government inspector upon request.

3.6 STRIP AND REPAINT OPTION REQUIREMENTS:

3.6.1 Stripping: Accomplish tasks specified in paragraph 3.3, AIRCRAFT STRIP OPTION REQUIREMENTS. Ensure fiberglass areas and flight controls are masked prior to stripping operations (flight controls will have already been painted, weighed, and balanced prior to aircraft's arrival at contractor's facility).

NOTE: Above tasks include stripper intrusion inspection.

3.6.2 Corrosion Inspection and Repair: Inspect surfaces to be painted, especially the flap wells, for corrosion and remove light and moderate corrosion (IAW TO 1C-130A-23, Chapter 1, Section IX and Tables 7-1 and 7-2). If severe corrosion (as specified in TO 1-1-691, paragraph 4-4) is detected, WR-ALC/LBRA must approve repairs.
Note: Application of brightener and chromate conversion coating will treat most light corrosion.

3.6.3 Sealing:

3.6.3.1 Remove all aircraft exterior seam and fillet sealant, using sealant fairing tools, such as shown on TO 1-1-691, figure 6-3. Remove residue along the seams with non-powered tools and materials, IAW TO 1-1-691.

3.6.3.2 Mask off seam area, IAW TO 1-1-691.

3.6.3.3 Apply adhesion promoter (e.g. PR 148), IAW TO 1-1-691.

3.6.3.4 Seal exterior seams with MIL-S-81733 Type II sealant, IAW TOs 1-1-691, 1C-130A-3 and 1C-130A-23. Apply with a sealant gun only. Smooth down the sealant with a wood tool, such as a tongue depressor. Locations that shall be sealed include, but are not limited, to the following:

Upper and lower wing panel seams (including leading and trailing edges).
Horizontal and vertical stabilizer (including leading edges).
Flap panel seams.
Antennas.
Anti-collision light.
External doublers.
Fuselage panel seams

Cargo compartment

3.6.3.5 Seal flight deck windshields, and access and inspection panels with MIL-S-8784 sealant per TOs 1-1-691 and 1C-130A-23.

3.6.4 Painting: Fully paint aircraft as specified in paragraph 3.4, REPAINT OF FULLY STRIPPED AIRCRAFT OPTION REQUIREMENTS, taking care not to scuff-sand or over-spray fiberglass areas (e.g. antennas) unless authorized by the applicable Air Force drawing or by the applicable MAJCOM directive.

NOTE: Paragraph 3.7 is an option typically used with mid-cycle paint delivery orders. Functional check flights will be accomplished by Government flight crews

3.7 FLIGHT CONTROL STRIP AND REPAINT OPTION REQUIREMENTS:

3.7.1 Remove flight controls in accordance with TOs 1C-130B-2-2 and 1C-130B-2-9.

3.7.2 Strip and clean flight controls in accordance with TOs 1-1-8, 1-1-691, and 1C-130A-23. Mask coves and wells with aluminum tape to prevent stripper intrusion.

3.7.3 Remove residual MIL-S-81733 sealant from exterior seams and clean surfaces, in accordance with TO 1-1-691.

3.7.4 Apply brightener and chemical conversion coating to flight controls in accordance with TOs 1-1-8 and 1-1-691.

3.7.5 Apply MIL-S-81733 sealant to flight control exterior seams.

3.7.6 Apply primer and topcoat to flight controls in accordance with TOs 1-1-8 and 1C-130A-23. Apply home station-specific color tail flashings.

3.7.7 Stencil flight controls in accordance with TO 1-1-4 and applicable MAJCOM directives.

3.7.8 Balance flight controls in accordance with TO 1C-130A-3. The contractor shall provide the weights.

NOTE: Paragraphs 3.7.9 and 3.7.10 should be accomplished prior to air frame painting so as to prevent inadvertent scratching and marking on the aircraft paint.

3.7.9 Install the flight controls in accordance with TO 1C-130B-2-2 and 1C-130B-2-9. Include both rigging and operational checkout.

3.7.10 Mask the flight controls prior to aircraft paint in accordance with TOs 1-1-8 and 1-1-691.

NOTE: Paragraph 3.8 is an option typically used with mid-cycle paint delivery orders. Exercise of this option requires a waiver from WR-ALC/LBRA (AFMC Form 202), especially for flight

control weight and balance requirement considerations. Flight controls are rudder, elevators, and ailerons. Do not mask entire flight control surfaces when exercising paragraph 3.8.

3.8 FLIGHT CONTROL SCUFF SAND AND OVERCOAT OPTION REQUIREMENTS:

3.8.1 Mask control surface wells including hinge points.

3.8.2 Scuff sand flight control surfaces.

3.8.3 Clean flight controls.

3.8.4 Apply a light tie-coat of epoxy primer followed by a mist coat of topcoat. Apply color tail flashings as specified by the home station.

3.8.5 Mark flight controls in accordance with TO 1-1-4 and in accordance with applicable MAJCOM directives.

3.8.6 After the elevators have been scuff-sanded and oversprayed, the elevators' unbalance must be checked in accordance with TO 1C-130A-3 Section 51-50-00 Paragraph E. If the elevator is outside the tolerances given in TO 1C-130A-3 Section 51-50-00 Paragraph B, then contact WR-ALC/LBRA for disposition.

3.8.7 After the ailerons have been scuff-sanded and oversprayed, the ailerons' under-balance or over-balance must be checked and the aileron must be re-balanced if outside of the required tolerances. The ailerons can be checked on the aircraft using the following procedures.

NOTE: The aircraft should be level. Service struts or install jacks under the main landing gear in accordance with appropriate technical manuals as necessary to ensure the aircraft is level.

3.8.7.1 Prepare aircraft IAW TO 1C-130H-2-27JG-10-1 procedure 3-9-1.

3.8.7.2 Disconnect aileron control link IAW TO 1C-130H-2-27JG-10-1 procedure 3-9-2 steps 2.a. and 2.c.

3.8.7.3 Ensure the aileron is free to swing up and down without binding. Raise the aileron to the neutral position and support.

3.8.7.4 Ensure the aileron trim tab is in the neutral position. Install clamp plates and bolt IAW TO 1C-130A-3 Paragraph 1-115 step 5.

3.8.7.5 Position scale IAW TO 1C-130A-3 Paragraphs 1-115 steps 6 and 7.

3.8.7.6 Remove any supports other than the scale so that the scale supports the aileron entirely. Use adjustment cone as necessary to ensure that the aileron remains in the neutral position. Determine the aileron overbalance or underbalance IAW TO 1C-130A-3 Paragraphs 1-115 steps 9, 10, and 11.

3.8.7.7 If the balance is outside the limits given in TO 1C-130A-3 Table 1-3, then determine the number of weights that are installed on the aileron. Add incremental weights in the order shown in TO 1C-130A-3 Figure 1-29 until the aileron is within tolerances. No more than two incremental weights should be installed on any one counterbalance assembly. If the aileron cannot be balanced, contact WR-ALC/LBRA for disposition.

NOTE: The contractor shall provide the weights.

3.8.7.8 Remove the clamp plates and bolt installed in paragraph 3.7.6.4.

3.8.7.9 Connect the aileron control link IAW TO 1C-130H-2-27JG-10-1 procedures 3-9-4 steps 7.a and 7.d.

3.8.7.10 Check out and restore aircraft to normal IAW TO 1C-130H-2-27JG-10-1 Procedure 3-9-5.

3.8.8 The rebalance of an aircraft rudder will be conditionally waived (with WR-ALC/LBRA approval).

NOTE: Paragraph 3.9 is an option typically used with mid-cycle paint delivery orders.

3.9 LOWER WING PLANK, SCUFF AND PAINT AT PYLON ATTACH POINTS REQUIREMENTS:

3.9.1 Comply with TO 1C-130H-2-5 Figure 7-4 page 7-21 change 4 steps 1 through 7 to lower external tanks. Exception: On aircraft with chaff/flare dispensers installed on aft end of pylons, remove chaff/flare wiring harness clamps and conduit only to the extent required to provide additional slack in the wiring harness to accomplish work requirements in TO 1C-130H-2-5 figure 7-4. This is only required where there is not sufficient slack to comply with figure 7-4 lowering of the external tank by around three inches.

3.9.2 Inspect OW-19, OW-20, and N-13 IAW TO 1C-130A-36.

3.9.3 Scuff-sand and paint the wing lower surface area that is underneath the pylon when installed, in accordance with applicable paint scheme drawing.

3.9.4 Comply with TO 1C-130H-2-5 figure 7-4 page 7-21/22 change 41 steps 8 through 10 for reinstallation of pylons.

3.9.5 Reinstall all removed clamps and conduit IAW applicable TOs.

3.9.6 Perform assembly operational checks.

3.10 FINAL PROCESSING

3.10.1 Finishing:

3.10.1.1 Aircraft interior and exterior shall be thoroughly cleaned after work is completed with special attention given to remove metal filings, chips, loose hardware, tools, and debris, and any other potential FOD so that a clean and safe aircraft is presented at time of delivery.

3.10.1.2 Ensure door panels, parts, and assemblies removed during work are reinstalled, per applicable technical manuals.

3.10.1.3 Ensure that static and vent port covers and obstructions are removed or cleared prior to delivery.

3.10.1.4 Remove temporary plugs, caps, and covers. Ensure intake and exhaust ports are open.

3.10.2 Servicing:

3.10.2.1 Service aircraft systems in accordance with TO 1C-130-2 series, including the hydraulic fluid and liquid oxygen system.

3.10.2.2 Inspect engine fire extinguisher bottles for condition and proper installation, and re-arm in accordance with TO 1C-130-2 series.

3.10.2.3 Re-arm in-flight refueling guillotine in accordance with TO 1C-130(H)H-2-14.

3.10.2.4 Reinstall aircraft storage battery or batteries in accordance with TO 1C-130-2 series.

3.10.2.5 Refuel aircraft IAW TOs 00-25-172 and 1-1-3.

3.11 PRE-FLIGHT: Accomplish a pre-flight inspection in accordance with applicable TO 1C-130A-6WC-10 pre-flight work cards, as required by TO 1C-130A-6, Change 1, Page 1-A-001. Discrepancies found during the check of these systems shall be recorded by the flight crew on AFTO Form 781, IAW procedures outlined in TO 00-20-5.

3.12 PREPARATION FOR FERRY:

3.12.1 Reinstall AF2692 equipment received with the aircraft and conduct a joint inventory with the ferry crew, IAW TO 1C-130A-21.

3.12.2 Maintain aircraft in a ready-for-delivery status in accordance with TOs 00-20-2, 00-20-4, 00-20-5, 1C-130B/H-2-2, 1C-130(H)H-2-1, 1C-130/H-2-4 or 1C-130(H)H-2-2, and 1C-130A-17 until delivery to the government. Include a current TO 1C-130A-6 pre-flight inspection prior to delivery to the ferry crew.

3.13 FORMS PREPARATION: Ensure maintenance records, forms, and publications applicable to each aircraft are updated to reflect maintenance accomplished and current aircraft status.

NOTE: The flight crew will review records and accept records back by signing the AFTO Form 290.

3.14 DELIVERY SCHEDULE:

3.14.1 Inputs: Coordinate delivery orders through the C-130 Weapon System Support Center (WSSC) Master Scheduler, OO-ALC/LAOCWW, 5875 Southgate Avenue, Hill Air Force Base, UT 84056-5231, (801) 777-4076, prior to acceptance by the contractor.

NOTE: The above provision ensures precedence for OO-ALC inputs, so that OO-ALC can meet targeted C-130 Aircraft/Missile Maintenance Report (AMREP) delivery schedules if other customers use this contract.

3.14.1.1 The contractor shall accept aircraft delivery orders and commence work within ten days notice.

3.14.1.2 The contractor shall accept aircraft up to ten days after estimated input date without financial liability incurred by the US Government.

NOTE: The Government reserves the right to change tail numbers with one day notice. The intent of this note is to forewarn the contractor to not prepare the stenciling packages until notice period elapses.

3.14.2 Output Delivery Schedule: Deliver to the Government complete and acceptable aircraft within the following times after the scheduled, actual, or if applicable, adjusted input date, whichever is later:

Strip:	10 calendar days
Full Paint:	10 calendar days
Scuff Sand and Over Spray:	10 calendar days
Strip and Repaint:	14 calendar days
Flight Control Strip and Repaint	4 additional calendar days

NOTE: Total aircraft output delivery schedule shall remain unchanged if either the flight control scuff sand and overcoat option or the lower wing plank, pylon attach point scuff and paint option is added to one of the above line items.

3.14.3 Aircraft Status Report: An aircraft status report shall be e-mailed or faxed to the OO-ALC C-130 Master Scheduler daily while work is in progress. The aircraft status report shall include aircraft serial number, input date, estimated delivery date, and workstation location.

3.14.4 Extensions: Submit notification of delays and of situations impacting delivery (e.g. inclement weather and found safety of flight discrepancies) of delivery orders in a timely manner to the C-130 Weapon System Support Center (WSSC) Master Scheduler, OO-ALC/LAOCWW, 5875 Southgate Avenue, Hill AFB, UT 84056-5231, (801)777-4076. Additional "Over and Above" hourly rate work on OO-ALC delivery orders not covered in contractual specifications must be authorized by the Contracting Officer's Designated Representative (OO-ALC/LAOE) and the Contracting Officer (OO-ALC/PKOS) in turn.

NOTE: The Government will deliver successive aircraft to the contractor for input not less than five calendar days apart.

4. QUALITY ASSURANCE PROVISIONS: U.S. Government inspection and acceptance will be indicated by the local DCMA signature on the DD Form 250, Material Inspection and Receiving Report.

5. SPECIAL CONSIDERATION:

OVER AND ABOVE: Correction of defects not specifically listed shall be Over and Above. Over and Above work is generally restricted to Red X condition entries, as defined in TO 00-20-5. When a Red X condition exists, the contractor shall propose repair procedures and costs to the Administrative Contracting Officer (OO-ALC/PKOS) for Over and Above work approval.